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1967 TRIUMPH TR6

1967 TRIUMPH TR6 BY THE NUMBERS
The 1967 model year included four Triumph TR6 Trophy models: TR6, TR6R, TR6C & TR6P. Engine & frame numbers ran from DU46201 to DU66246, built from September 14, 1966 to July 3, 1967.

ENGINE MODS
Hepworth & Grandage pistons replaced the Triumph units, while the 9.0:1 compression ratio remained unchanged. Starting with engine #DU63043 the final exhaust cam oiling scheme was introduced. Called "timed tappets", oil was fed to the exhaust tappet block at full & constant pressure, & the exhaust cam pushed the tappets up, they opened small oil ports that provided oiling to the exhaust cam lobes. Starting with engine #DU63241 an O-ring was installed on the tappet blocks to prevent oil seepage between the tappet blocks & the barrels. The oil pump was increased in scavenge capacity.

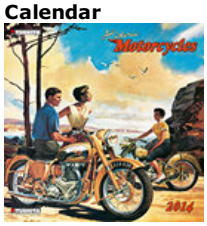
NEW CONCENTRIC CARB
Gone was the age-old Amal Monobloc carburetor. Starting with engine #DU63043 the 1967 Triumph TR6 got a new Amal Concentric (#R930/9-B) with a 30mm bore.

GEARBOX CHANGES
A new mainshaft with longer threads allowed the use of a self-locking nut. Alternate engagement dogs on the mainshaft second gear were deleted to ease shifting.

FRAME & CYCLE GEAR
The anti-theft steering lock was moved from the middle of the steering head to the bottom, now threaded for adjustment. All threads on the frames were now converted to UNF. A new fork top lug went along with the new lock set up. Front fork gaiters now got spring clips to secure them. From Engine #DU54659, O-rings were added to the fork seal holders to help prevent seepage.

Classic Triumph 2014 Wall Calendar

Historic Motorcycles 2014 Wall Calendar



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BODY WORK
The parcel rack was eliminated from US models, & so the US-market tanks lost the threaded mounting lugs. From #DU54659, the oil tank reverted back to the old top-end oiling set up from 1965.

1967 Triumph TR6 SPECIFICATIONS:

MODEL DESIGNATIONS:
1967 Triumph TR6..... Standard 1967 Triumph
TR6C..... Off-Road/Street
1967 Triumph TR6R..... Roadster
1967 Triumph TR6P..... Police

ENGINE:
Engine type..... OHV vertical twin
Horsepower at RPM..... 42 BHP @ 6,500 rpm
Bore..... 71mm / 2.79"
Stroke..... 82mm / 3.23"
Displacement..... 649cc / 40 cu. in.
Compression Ratio..... 8.5:1
Valve Clearance (cold):
Inlet..... 0.05mm / 0.002"
Exhaust..... 0.10mm / 0.004"
Valve Timing:
Inlet Valve Opens..... 34 degrees BTDC
Inlet Valve Closes..... 55 degrees BTDC
Exhaust Valve Opens..... 55 degrees BTDC
Exhaust Valve Closes..... 27 degrees BTDC

IGNITION:
Ignition Breaker Gap..... 0.4mm / 0.015"
Spark Plug Gap..... 0.50mm / 0.020"
Timing (static).....14 degrees BTDC
Timing (fully advanced):..... 38 degrees BTDC

CARBURETOR (1):
Type..... Amal Concentric R930/9-B
Throat Size..... 30mm
Main Jet..... 230
Needle Jet..... .106
Needle Position..... 2
Needle Type.....622/124
Throttle Valve Cutaway..... 3-1/2
Pilot Jet..... 25

TRANSMISSION:
Speeds..... 4
Gear Ratios:
4th - Top..... 5.84
3rd - Third..... 6.76
2nd - Second..... 8.17
1st - Bottom..... 11.8

CLUTCH:
Type..... Multi-plate, wet
Number of Plates:
Drive Plates..... 6
Driven Plates..... 6

SPROCKETS:
Engine..... 29 teeth
Clutch..... 58 teeth
Gearbox..... 19 teeth
Rear Wheel..... 46 teeth

CHAIN:
Primary, pitch..... 3/8" triplex
Primary, length..... 84 links
Final Drive, pitch..... 5/8" X .400" X 3/8"
Final Drive, length..... 106 links

CAPACITIES:
Fuel (US versions)..... 3 Imp. gal.
Fuel (UK & export versions)..... 4 Imp. gal.
Oil Tank..... 6 pints / 3 L
Gearbox..... 1 pt / 500cc
Primary Chaincase..... 1/4 pt / 150cc
Front Forks..... 6.4 oz. / 190cc

TIRES:
Front..... 3.25 X 19"
Rear..... 4.00 X 18"

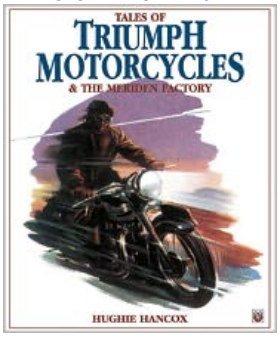
SUSPENSION:
Front..... Telescopic Forks
Rear..... Swing Arm

BRAKES:
Front..... 8" / 20.32cm SLS
Rear..... 7" / 17.78cm SLS

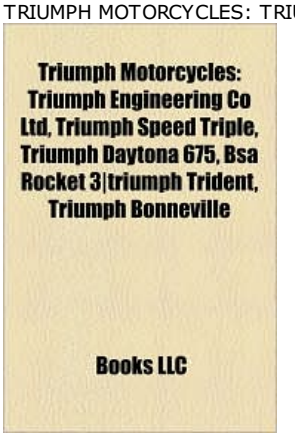
DIMENSIONS:
Seat Height..... 32.5" / 77.5cm
Wheelbase..... 54.5" / 140.3cm
Length..... 85.5" / 202cm
Width..... 28.5" / 72cm
Ground Clearance..... 5" / 12.7cm
Weight, unladen..... 380 lbs / 165kg

TRIUMPH MOTORCYCLE BOOKS

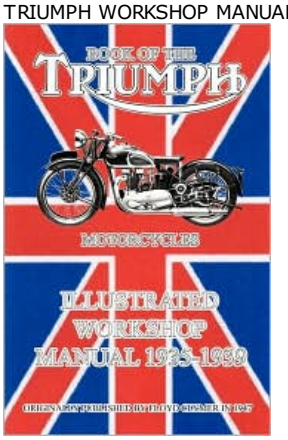
TALES OF TRIUMPH & MERIDEN



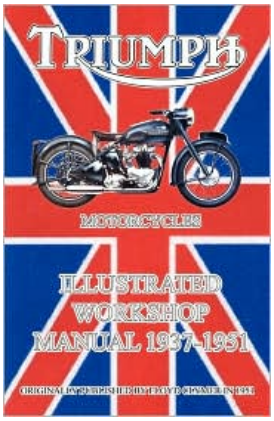
TRIUMPH MOTORCYCLES: TRIUMPH ENGINEERING CO.



TRIUMPH WORKSHOP MANUAL, 1935-1939



TRIUMPH WORKSHOP MANUAL, 1937-1951



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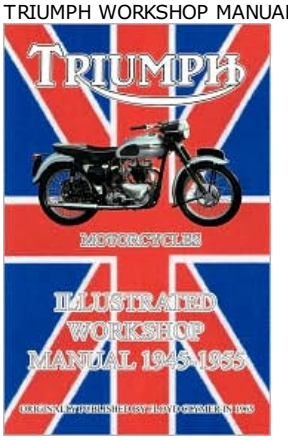
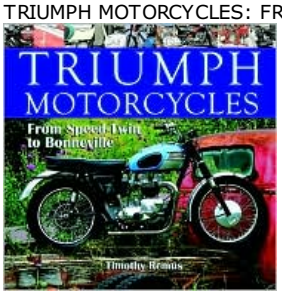
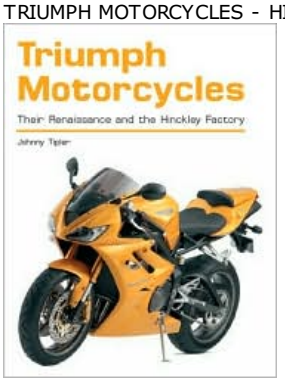


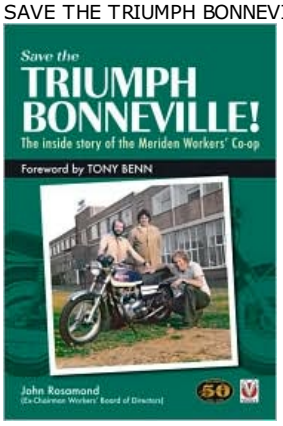
TRIUMPH MOTORCYCLES: FROM SPEED TWIN TO BONNEVILLE



TRIUMPH MOTORCYCLES - HINKLEY RENAISSANCE

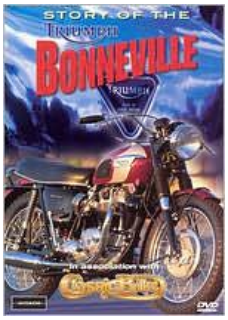


SAVE THE TRIUMPH BONNEVILLE

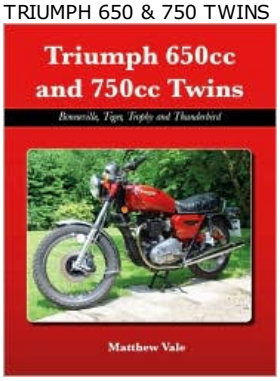


THE INSIDE STORY OF THE MERIDEN WORKERS' CO-OP.

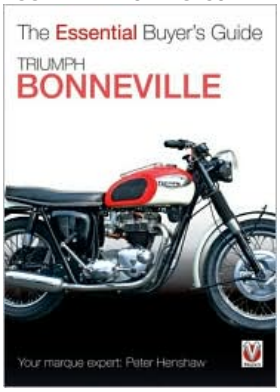
STORY OF THE TRIUMPH BONNEVILLE - MOVIE



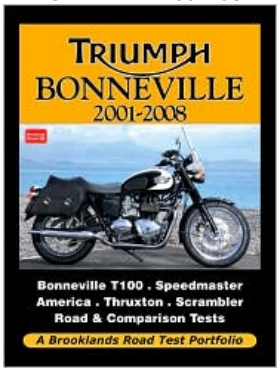
TRIUMPH 650 & 750 TWINS



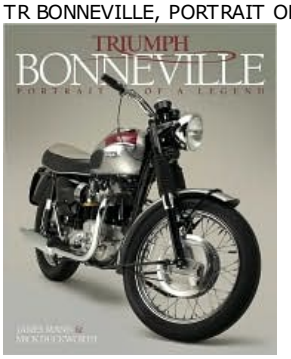
ESSENTIAL BUYERS GUIDE TO TRIUMPH BONNEVILLE



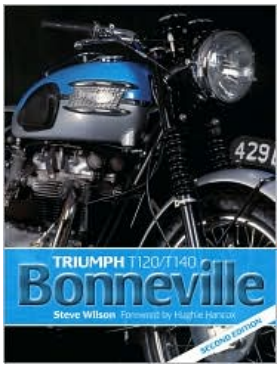
TR BONNEVILLE 2001-08



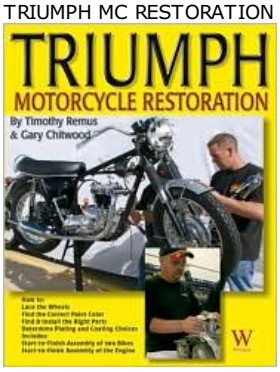
TR BONNEVILLE, PORTRAIT OF LEGEND



TR BONNEVILLE: T120/T140



TRIUMPH MC RESTORATION



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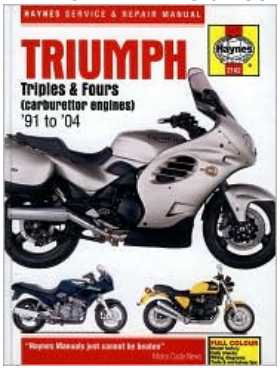

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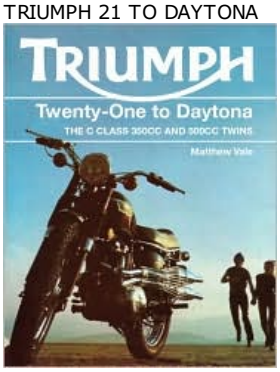
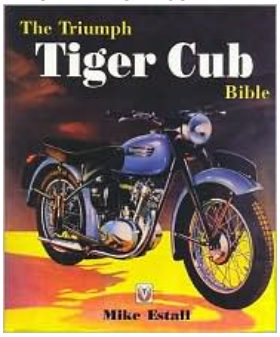


TRIUMPH TIGER CUB BIBLE



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